

# RETURN

[111]

TO AN ORDER OF THE SENATE, dated January 24, 1912, praying for copies of the contracts between the Government of Canada and the various steamship companies for the carriage of the mails between England, France and Canada, and all the correspondence relating thereto since the 1st of January, 1909. Also, the agreements, if any, for the carriage of mails via New York. Further, any contracts, subsidy agreements, etc., for the conveyance of mails between Canada and Newfoundland, and the correspondence relating thereto since January 1, 1909.

W. J. ROCHE.

*Secretary of State.*

January 16, 1912.

SIR,—I have the honour to acknowledge the receipt of your letter of December 11, last, No. 17226, concerning the proposed establishment of a fast maritime commercial line between France and Canada. I have communicated to the Minister of Trade and Commerce, to whose department the matter belongs, the proposal of your Government in connection with this service.

I have the honour to be, &c.,

*Deputy Postmaster General.*

The MINISTER OF PUBLIC WORKS, POSTS & TELEGRAPHHS,  
Paris, France.

## PROPOSED ESTABLISHMENT OF A FAST MARITIME COMMERCIAL LINE BETWEEN FRANCE AND CANADA.

PARIS, December 11, 1911.

SIR,—By your letters of January 7, 1910, in reply to a communication from my Government dated November 24, 1909, you were good enough to send me information to a contract entered into between your Government and the Allan line for the performance of the subsidized maritime service between Canada and France.

In connection with the above, you called attention to the fact that this service, performed by steamers of a regulation speed of 10 knots, did not give you entire satisfaction, especially as it could not permit the conclusion of an agreement for the direct exchange of postal parcels between our two countries.

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You added that, under the circumstances, you would make strong efforts to induce the Canadian government by means of the subsidy which is now available, and after the expiration of the present contract, to establish, between France and Canada, a maritime service equal, in all respects, to other services now performed or which might be established later.

My government has examined the question and has recognized, after consultation with the parties interested and with the Boards of Trade, that the establishment of a fast commercial line between France and Canada would be equally advantageous to both countries. My Government therefore proposes to invite tenders in the near future.

I would therefore be grateful if you could inform me, as soon as possible, whether your Government would be disposed, and in what proportion, to share in the payment of the subsidy payable to the company having secured the contract.

In the affirmative I would beg you to state under what conditions, in your opinion, the service should be performed, and what obligations should be imposed to that contractor respecting tonnage, speed, route, number of trips, carriage of mails, &c.

I have the honour to be, &c.,

*Under Secretary of State, Posts & Telegraphs.*

OTTAWA, January 7, 1910.

SIR,—In reply to your favour of November 24, last, No. 14579, concerning the proposed establishment of a direct maritime service between France and Canada, I beg to inform you that the present steam navigation service between France and Canada is based on a statute assented to on May 19, 1909, (8-9 Edward VII, Chap. 39) and which, briefly, empowers the Governor General in Council to enter into one or more contracts, for one or more periods, not exceeding ten years, with any individual or company for the establishment of a steam navigation service between one or more ports in Canada, and one or more French ports, on such terms and conditions as may be approved by the Governor in Council, and to grant in aid thereof, an annual subsidy not exceeding two hundred thousand dollars based on an annual fortnightly return minimum service, for which an annual subsidy is allowed, not exceeding one hundred thousand dollars, and in like proportion for more frequent trips.

Under this Act of Parliament, an agreement was entered into, on October 12, 1909, with Messrs. H. & A. Allan, of Montreal, which expires in 1911, at the opening of navigation.

Under this agreement, the contractors are bound to put into service the following steamers:—

The *Pomeranian*, length, 381 ft.; net tonnage, 2,700; gross tonnage, 4,207.

The *Sardinian*, length, 381 ft.; net tonnage, 2,788; gross tonnage, 4,349.

The *Corinthian*, length, 430 ft.; net tonnage, 4,046; gross tonnage, 6,270; or the *Sicilian*, length, 430 ft.; net tonnage, 3,968; gross tonnage, 6,229, at the opening of navigation in 1910, and to continue the service for one year, between one or more ports of Canada, and one or more ports in France, with the option of calling, on each eastward trip, at one or more ports in Great Britain.

As the above mentioned contract begins next year only, at the opening of the navigation, the Allans are now performing a service under the provisions of a former contract.

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The steamers performing the service, shall, according to the contract, have a carrying capacity of four thousand five hundred tons, may be fitted for agricultural products, merchandise and all kinds of freight, and provided with such refrigerating compartments and sail under such regulations as the Minister may require.

The steamers shall have, when loaded, a speed of at least ten knots an hour.

As long as navigation is open on the St. Lawrence, the terminal ports shall be Montreal or Quebec, and when navigation is closed on the St. Lawrence the terminal ports shall be Halifax or St. John. The calling ports in France, on both eastward and westward trips, shall be Cherbourg or Havre, or both; with the option, should the contractors so desire, of calling at one or more ports in Great Britain, provided, however, that at all events, the first stopping point, after leaving Canada, shall be a port in France, and that the last point of departure shall also be a port in France.

During the twelve months specified in the contract, no less than fifteen return trips shall be made; and during the remaining months from December to April inclusive, the balance of trips shall be made.

The contractors shall have the option of increasing to thirty, each year, the number of return trips, from France to Canada.

The subsidy payable by the Canadian Government, shall be at the rate of \$5,555.55 for each return trip, accomplished at an average speed of ten knots, and of \$555.55 for each additional knot over ten knots, up to and including a speed of twelve knots, provided, however that the total amount of subsidy to be paid for a yearly service does not exceed \$200,000 the subsidy shall be payable in tri-monthly instalments.

The above mentioned average speed shall be reckoned on the basis of the time occupied for the return trip, less delays caused solely by fog or ice. The average speed shall be computed at a quarter of a knot, in favour of the contractors.

The contractors shall be required to furnish all certificates, and any other document which may be asked for by the Government.

The rates for freight billed for a Canadian or shipped from said port, shall not exceed the rates paid by regular passenger steamers, from New York, Boston and Portland to Havre, or from Havre to the above mentioned ports. The Minister is also empowered to revise these rates.

The contract contains a clause under which the contractors shall convey by the Intercolonial Railway all passengers or goods not otherwise billed for any other route. This has for object to assist the Canadian Government railway.

The Canadian Trade Commissioners, their wives and children, and their household goods shall be carried free at all times, on the Minister's request.

There is also a clause providing for the carriage of postal matter, as well as for the proper care to be taken thereof, without any increased subsidy.

The calling of steamers to ports others than those mentioned in the contract is prohibited.

As you may see, the service actually performed between France and Canada is far from being satisfactory, as the speed of the steamers is only ten knots an hour, and it would be difficult to enter into any advantageous agreement for the exchange of postal parcels between the two countries, unless it applies only to a class of goods able to stand transportation at low speed, as the exclusive parcel post service by the steamers of the present line, would mean a delay of seven days, compared with transportation by the present route, that is to say via England.

Moreover, the present contract with Messrs. H. & A. Allan, is for one year only, from the opening of navigation on the St. Lawrence in 1910. Notwithstanding the comparatively short duration of this contract, I would feel disposed to enter into an agreement for a direct and provisional exchange between the two countries, which would operate simultaneously with the present exchange via England, which might

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be used by senders of parcels not requiring rapid transportation, thus economizing on postal rates; but, all parcels, carried by parcel post and which require rapid transportation should be sent via England.

The present parcel post tariff between France and Canada is prohibitive, I will therefore do all in my power to induce the Canadian Government, by using the subsidy at its disposal, at the expiration of the present contract to ensure the creation, between France and Canada, of a direct maritime service, equal in all respects, to other maritime services now existing or which might be established later.

It will then be possible for me to communicate with your Government and lay down the basis of an agreement for the direct and exclusive exchange between the two countries, of postal parcels, the rates for which shall not exceed the rates for parcels exchanged between Canada and Great Britain, viz.: 12 cents (60 centimes) per pound (454 grammes).

I have the honour to be,

P.S.—I hereby inclose chapter 8-9 Edward VII, amending the statute 7-2 Edward VII concerning the powers granted to the Governor in Council for the awarding of tenders. I also send you the report of the Minister of Commerce, which contains the complete text of the contract entered into between the Canadian Government and Messrs. Allan for the establishment of a direct service between France and Canada.

I deeply regret that this report has not yet been printed in French; I am therefore compelled to send you the French version; as soon as it is printed in French, I will send you a copy.

FRENCH REPUBLIC.

PARIS, November 24, 1909.

SIR,—You were good, when in Paris, to speak to me about the establishment of a direct maritime service between Canada and France.

As I stated to you, the Government of the Republic is disposed to consider this question with the greatest interest.

In order to enable me to prepare a draft of the proposed service, I would be obliged if you could supply me with information on the following points: the number of trips, type of steamers to be employed, speed of the same, Canadian port to be used as terminal port; and in case it should be a port on the river St. Lawrence in what manner the winter service should be performed.

Lastly, I would like to know what measures would be adopted for the carriage of mails, and for the exchange of parcel post by the new service.

I would appreciate early information respecting your views in the matter.

I have, &c.,

(Sd.)      A. MILLER,  
Minister of Public Works.

*Memorandum respecting the 'Canada-France' steam navigation service.*

The present steam navigation service between Canada and France is based on a statute assented to May 19, 1909 (8-9 Edward VII, ch. 39). Briefly, it empowers the Governor in Council to:—

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'Enter into one or more contracts for one or more periods, not exceeding ten years, with any individual or company for the establishment of a steam navigation service between one or more French ports, on such terms and conditions as may be approved by the Governor in Council, and to grant, in aid thereof, an annual subsidy not exceeding two hundred thousand dollars, based on an annual fortnightly return minimum service, for which an annual subsidy is allowed, not exceeding one hundred thousand dollars, and in like proportion for more frequent trips.'

Under this Act of Parliament, an agreement was entered into, on October 12, 1909, with Messrs. H. & A. Allan, of Montreal, which expires in 1911, at the opening of navigation.

Under this agreement the contractors are bound to put into service the following steamers.

The *Pomeranian*, length, 381 ft.; net tonnage, 2,700; gross tonnage, 4,207.

The *Sardinian*, length, 400 ft.; net tonnage, 2,788; gross tonnage, 4,349.

The *Corinthian*, length, 430 ft.; net tonnage, 4,046; gross tonnage, 6,270.

Or the *Sicilian*, length, 430 ft.; net tonnage, 3,968; gross tonnage, 6,229, at the opening of navigation in 1910, and to continue the service for one year, between one or more ports in Canada, and one or more ports in France, with the option of calling, on each eastward trip, at one or more ports in Great Britain.

As the above mentioned contract begins next year only, at the opening of the navigation, the Allans are now performing a service under the provisions of a former contract.

The steamers performing the service shall, according to the contract, have a carrying capacity of four thousand five hundred tons, be fitted for agricultural products, merchandise and all kinds of freight, provided with such refrigerating compartments and sail under such regulations as the Minister may require.

The steamers shall have, when loaded, a speed of at least ten knots an hour.

As long as navigation is open on the St. Lawrence, the terminal ports shall be Montreal or Quebec, and when navigation is closed on the St. Lawrence, the terminal ports shall be Halifax or St. John. The calling ports in France, on both eastward and westward trips, shall be Cherbourg or Havre, or both, with the option, should the contractors so desire, of calling at one or more ports in Great Britain, provided, however, that, at all events, the first stopping point, after leaving Canada, shall be a port in France, and that the last point of departure, shall also be a port in France.

During the twelve months specified in the contract, no less than fifteen trips shall be made; and during the remaining months from December to April inclusive, the balance of the trips shall be made. The contractors shall have the option of increasing to thirty, each year, the number of return trips, from France to Canada.

The subsidy payable by the Canadian Government, shall be at the rate of \$5,555.55 for each return trip, accomplished at an average speed of ten knots, and of \$555.55 for each additional knot over ten knots, up to and including a speed of twelve knots, provided, however, that the total amount of subsidy to be paid for a yearly service does not exceed \$200,000. The subsidy shall be payable in tri-monthly instalments.

The above mentioned average speed shall be reckoned on the basis of the time occupied for the return trips, less delays caused solely by fog or ice. The average speed shall be computed at a quarter of a knot, in favour of the contractors.

The contractors shall be required to furnish all certificates, and any other document which may be asked for by the Government.

The rates for freight billed for a Canadian port, shall not exceed the rates paid by regular passenger steamers, from New York, Boston and Portland to Havre, or from Havre to the above mentioned ports.

The contract contains a clause under which the contractors shall convey, by the

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Intercolonial Railway all passengers or goods, not previously billed for any other route. This has for object to assist the Canadian Government Railway.

The Canadian Trade Commissioners, their wives and children and their household goods, shall be carried free, at all times, on the Minister's request.

There is also a clause providing for the carriage of postal matter as well as for the proper care to be taken thereof, without any increased subsidy.

The calling of steamers to ports others than those mentioned in the contract is prohibited.

The contract contains other general clauses, common to all steam navigation contracts of the Canadian Government, and which are of more or less importance.

(Sd.) F. O'HARA,  
*Deputy Minister.*

DEPARTMENT OF COMMERCE,

Ottawa, December 24, 1909.

OTTAWA, December 31, 1909.

'CANADA-FRANCE' SERVICE.

DEAR MR. COULTER,—I beg to send you herewith, as requested, copy of proposed sailings of the Canada-France service from St. John, up to April 14 next, which I think will give you the information desired.

As soon as the treaty is in force I understand that the Allans intend increasing the frequency of the service.

Yours faithfully,

(Sd.) F. C. O'HARA,  
*Deputy Minister.*

R. M. COULTER, Esq., M.D.,  
Deputy Postmaster General,  
Ottawa, Ont.

LONDON—HAVRE—HALIFAX—ST. JOHN.

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From London.	From Havre.	Steamers.	From St. John.	From Halifax.
Dec. 2.....	Dec. 4.....	Sardinian.....	Dec. 23.....	Dec. 24.
" 16.....	" 18.....	Corinthian .....	Jan. 6 .....	Jan. 7.
" 30.....	Jan. 1.....	Pomeranian .....	" 20.....	" 21.
Jan. 13.....	" 15.....	Sardinian .....	Feb. 3.....	Feb. 4.
" 27.....	" 29.....	Corinthian .....	" 17.....	" 16.
Feb. 10.....	Feb. 12.....	Pomeranian .....	Mar. 3.....	Mar. 4.
" 24.....	" 26.....	Sardinian .....	" 17.....	" 18.
Mar. 10.....	Mar. 12.....	Corinthian .....	" 31.....	Apr. 1.
" 24.....	" 26.....	Pomeranian .....	Apr. 14.....	" 15.

## SESSIONAL PAPER No. 111

## BOARD OF TRADE OF THE DISTRICT OF MONTREAL.

*Special rates imposed at the ports of Montreal and Quebec by ocean navigation companies for delivery of freight at both these cities.*

## REPORT OF THE TRANSPORTATION COMMITTEE.

The Committee met on Tuesday, October 19, 1909, under the chairmanship of J. P. Mullarkey, president.

Present: Messrs. Isaie Préfontaine, president of the Board; C. H. Catelli, A. V. Roy, A. H. Hardy, invited, and the secretary.

The Committee, after having examined the situation created to importers, from Montreal and Quebec, by the additional charge, which the ocean navigation companies have decided to impose on the consignee, for the delivery of goods intended for those cities, begs to call attention to the principle that ocean navigation companies must not discriminate between different Canadian ports, especially between ports which are important distribution centers, such as Montreal and Quebec.

The Committee suggests that this Board protest against a similar treatment being imposed to the commerce of Montreal and Quebec, and is of the opinion that the Canadian Government should be requested to adopt strong measures to put an end to this state of things which would result in diverting from our national ports to the advantage of foreign ports, thereby neutralizing the efforts of the Government to improve the ports of Montreal and Quebec.

The whole respectfully submitted,

(Sd.) J. P. MULLARKEY,  
President of the Committee.

Certified copy.

F. BOURBONNIER, *Secretary.*

Adopted October 20, 1909.

